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GEOTECHNICAL INVESTIGATION

FOREST SERVICE BRIDGE NO. 115-2.5 LIBERTY COUNTY, FL

FILE NO.: T04-303

DECEMBER 22, 2004

Southern Earth Sciences, Inc.
strives to fully satisfy our clients
by providing quality service in the fields of
Environmental Science,
Geotechnical Engineering,
Construction Materials Testing,
Underground Storage Tanks,
Environmental Site Assessments,
Asbestos Surveys,
Drilling,
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SOUTHERN EARTH SCIENCES, inc.

Geotechnical &
Environmental
Consultants

USDA Forest Service
National Forests in Florida
325 John Knox Road - Suite F100
Tallahassee, Florida 32303-4160

December 22, 2004
File No.: T04-303

ATTENTION: Ms. Kathy O'Bryan

SUBJECT: Report of Geotechnical Investigation for Bridge Replacement
Forest Service Bridge No. 115-2.5
Apalachicola National Forest
Liberty County, Florida

Dear Ms. O'Bryan:

As requested, Southern Earth Sciences, Inc. (SESI) has completed the geotechnical investigation for the above referenced project in Liberty County, Florida. Authorization for our services was provided by Mr. Curtis J. Gruver, Contracting Officer for the USDA Forest Service, in the form of Purchase Order No. 43-4283-4-0131. This report describes our field testing techniques, includes data obtained during the investigation, and presents our soil related recommendations with regard to the support of the proposed bridge structure.

SITE AND PROJECT INFORMATION

Project information was provided by Ms. Kathy O'Bryan of the USDA Forest Service. At the time of our investigation, SESI was not provided with a Site Plan or any detailed structural information. The project site is located in the Apalachicola National Forest in Liberty County approximately 9 miles northwest of Sumatra, Florida. A Site Location map is included in this report as Figure 1. The site was accessed from State Road 379 and Forest Road 115.

The project consists of the replacement of a one lane wooden bridge on timber piles in approximately the same location. We understand that the proposed bridge structure will be constructed of concrete and that 18 inch square concrete piles or shallow foundations are desired. We have been informed that an allowable capacity of 55 tons is needed for the replacement piles. No loading information has been given for shallow foundations.

FIELD INVESTIGATIVE PROCEDURES

As proposed, a total of two (2) standard penetration test soil borings were performed off each end of the existing bridge structure. Borings were performed using a mud rotary drilling technique to depths of 50 and 60 feet below existing grades. Borings B-7 and B-8 were performed at the west and east ends of the bridge, respectively.

Boring information is in the form of standard penetration tests and small soil samples from selected depth intervals which were used for classification purposes. Standard penetration tests give a general indication of soil strength and the samples are used for classification purposes. The penetration test results and visual soil classifications are shown on the attached Subsurface Profile and Log of Boring sheets. Soil test borings were drilled in general accordance with ASTM D 1586.

LABORATORY TESTING PROCEDURES

Laboratory testing of the site soils consisted of physical examination of samples obtained during the soil test borings operation. Soil samples were visually classified in the laboratory in accordance with the Unified Soil Classification System. Evaluation of these samples, in conjunction with penetration resistances, have been used to estimate soil characteristics.

SOIL CONDITIONS

The soils encountered at borings B-7 and B-8 were similar and may be divided into three (3) strata for discussion purposes. The Stratum 1 soils generally consisted of loose to very firm slightly silty sands, silty / clayey sands and clayey sands to a depth of about 12 feet below existing grade. Stratum 2 consisted primarily of firm clean sands to the termination depth of boring B-7 and to a depth of about 47 feet below existing grade for boring B-8. The Stratum 3 soils (boring B-8, only) consisted of very soft to very hard highly elastic silt with limestone fragments to the termination depth of 60 feet below grade. For additional details regarding soil conditions at each boring location, please refer to the attached Log of Boring sheets.

On the dates of our field testing (October 29, 2004 and November 2, 2004), the groundwater level was measured at a depth of about 7.5 feet below existing grades. Fluctuations in the water table will occur due to seasonal precipitation differences; therefore, water levels should be verified prior to construction.

FOUNDATION RECOMMENDATIONS

Our evaluation of foundation conditions has been based on information presented in this report and subsurface data obtained during our investigation. In evaluating soil test borings, we have used correlations made between standard penetration resistances and foundation stabilities observed in soil conditions similar to those encountered at your site.

Deep Foundations

Allowable Pile Capacity - We have calculated allowable compressive capacities for concrete piles with widths of 14, 18 and 24 inches and varying penetration depths. The relevant allowable compressive capacities, which include a factor of safety of 2, are detailed below. (**Notes:** The complete output from our computer analysis is included in the Appendix of this report. *All pile capacities include 10 feet of unsupported pile length to account for the interior bents and minimal scour. Pile lengths are referenced from top of boring elevation*.)

14 inch pile: 55 ton allowable capacity not obtained within depth of boring
18 inch pile: 55.9 ton allowable capacity at 46 foot length
24 inch pile: 62.4 ton allowable capacity at 30 foot length

Actual pile penetrations (bearing depths) could deviate significantly from the estimates presented above. Penetrations will depend upon driving conditions encountered during construction and installation procedures employed.

Pile capacities were also computed using an FDOT computer program called SPT97 which is based on Research Bulletin 121 (RB-121) prepared by Dr. John Schmertman for FDOT. Output from this program appeared to be extremely conservative as evidenced by factors of safety ranging from 3 to 4 for allowable compressive capacity. Therefore, we do not recommend using the values computed by this program. However, the computer output is included in the Appendix of this report for your review.

Lateral Capacity - Lateral pile loading has not been considered for this preliminary evaluation. If lateral capacities are required, this can be performed under separate contract once we have received specific loading information.

Negative Skin Friction - Soft compressible soils were not encountered within our soil borings and no indications of embankment settlement were observed at the existing bridge abutments. Therefore, we consider the potential for developing negative skin friction to be minimal.

<u>Preforming (Predrilling)</u> - Predrilling may be performed to a depth of up to 10 feet at the pile locations to penetrate any near surface dense materials. Predrilling should be performed in accordance with Standard FDOT Specifications for "Preformed Pile Holes", Section 455-10. Jetting should only be performed if environmental conditions allow.

<u>Wave Equation / Dynamic Analysis</u> - A wave equation / dynamic analysis of the selected pile section should be performed to assess the constructability of the foundation using the intended driving equipment. This analysis will provide driving criteria for the installation of the project piling - required blows per foot to obtain the desired capacity.

<u>Test Pile Program</u> - We do not anticipate the need for static pile load testing to verify pile design loads provided that each pile achieves the anticipated pile tip elevation. Instead, we recommend the use of Pile Driving Analysis (PDA) equipment at production pile locations. A minimum of three (3) piles should be checked to verify the driving criteria and pile capacity. If necessary, final recommendations regarding pile load testing will be made following evaluation of the PDA data.

<u>Shallow Foundations</u>

As previously mentioned, consideration of shallow foundations for support of the proposed bridge structure is desired. However, because loading information has not been provided for this alternative, complete recommendations including a settlement analysis cannot be provided. The bearing pressure values presented below are estimates, only, in that the footing geometry, which plays a significant part in the bearing capacity calculations, was estimated.

Based upon the soil testing performed, it appears that a shallow foundation system *<u>for the end supports</u>* could be designed using an allowable soil bearing pressure of up to 2000 psf. This value assumes that the water table is at the bottom of footing elevation and that the bearing soil has a cohesion value of 250 psf. A shallow foundation system *<u>for the interior support</u>* could be designed using an allowable soil bearing pressure of up to 1000 psf. This value also assumes that the water table is at the bottom of footing elevation and that the bearing soil has no cohesion.

<u>Construction Considerations</u>: 1.) The interior support footing bearing elevation should be a minimum of 3 feet below the scour elevation (to be determined by others). 2.) End support footings should be protected from erosion by construction of wing walls or equivalent alternative. 3.) Dewatering and/or re-routing of the creek would be required to allow construction of the interior footing "in the dry".

ENVIRONMENTAL CLASSIFICATIONS

One (1) soil sample from boring B-8 and one (1) water sample from the creek were obtained and tested for Chlorides, pH, Sulfates and Specific Conductance. The results of these corrosion tests are attached in the Appendix of this report. Based upon the test reports and the information presented in the FDOT's Structures Design Guidelines, SESI evaluated the environmental classification of the substructure at the proposed bridge location.

The substructure environment for both water and soil at the bridge location was considered to be slightly aggressive (water) and extremely aggressive (soil). The extremely aggressive classification for soil is due to the low pH value and is most likely the result of decomposition of organic matter in low / wet areas which is known to produce acidic conditions. High pH and resistivity values in combination with low sulfates and chlorides contributed to the slightly aggressive classification for the water at this specific bridge location.

GENERAL COMMENTS

The soil samples obtained as a part of this geotechnical investigation will be held for a minimum period of 30 days. After this period, the samples will be disposed of unless we are specifically requested in writing to do otherwise.

This report has been prepared in order to aid in the evaluation of this property and to assist the engineers in the structural design. It is intended for use with regard to the specific project discussed herein, and any substantial changes in the loads, locations, or assumed grades should be brought to our attention so that we may determine how such changes may affect our conclusions and recommendations.

While the soil test borings performed for this project are representative of subsurface conditions at their respective locations and for their respective vertical reaches, local variations of the subsurface material are anticipated and may be encountered. The boring logs and related information are based on the driller's logs and visual examination of selected samples in the laboratory. Delineation between soil types shown on the logs is approximate, and soil descriptions represent our interpretation of subsurface conditions at the designated boring locations on the particular date drilled.

We appreciate the opportunity to be of service to you on this project. Should additional information be required, please do not hesitate to contact us.

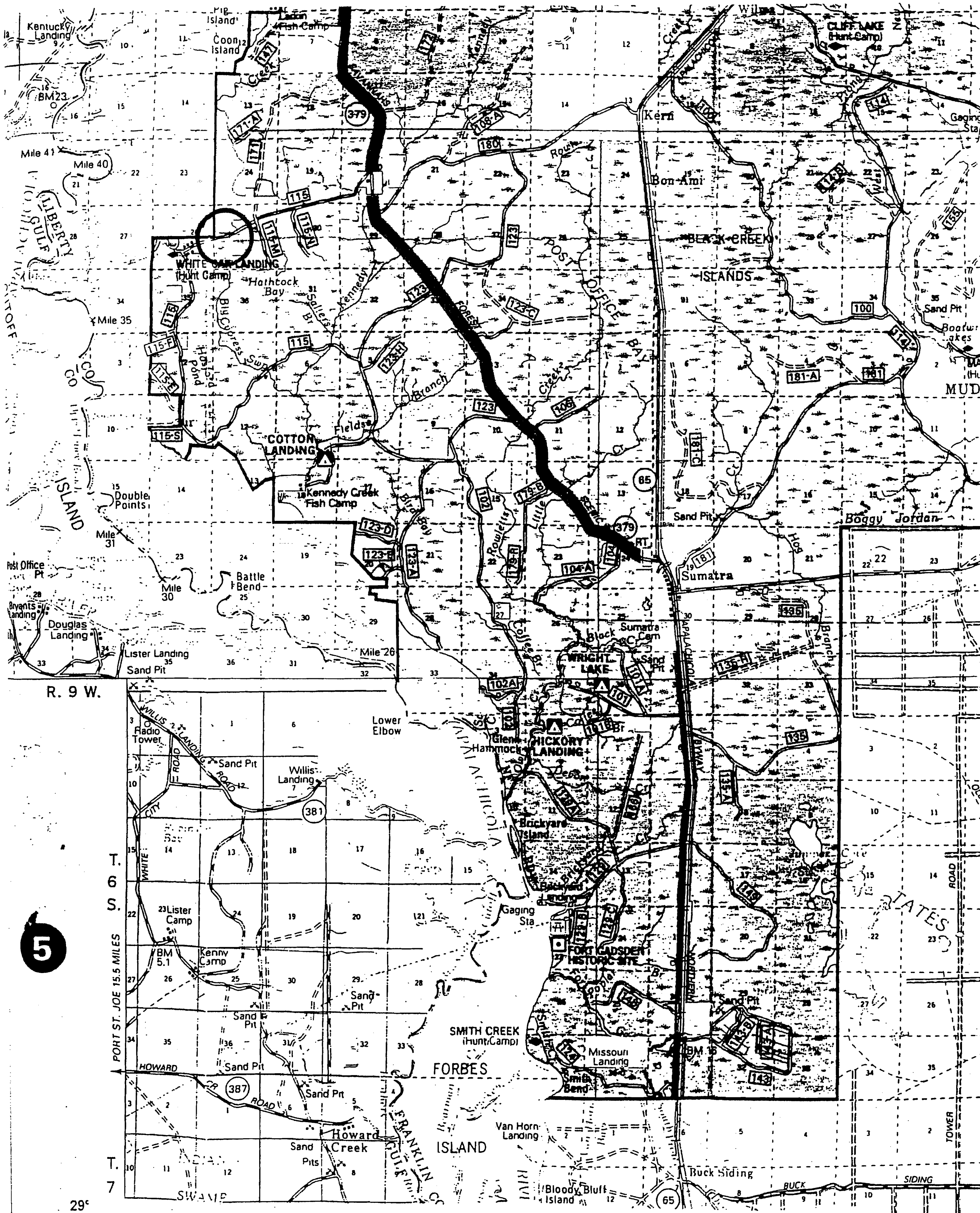
Sincerely,

SOUTHERN EARTH SCIENCES, INC.

Mark E. Wilson, P.E.
Eng. Reg. No.: 47707
State of Florida

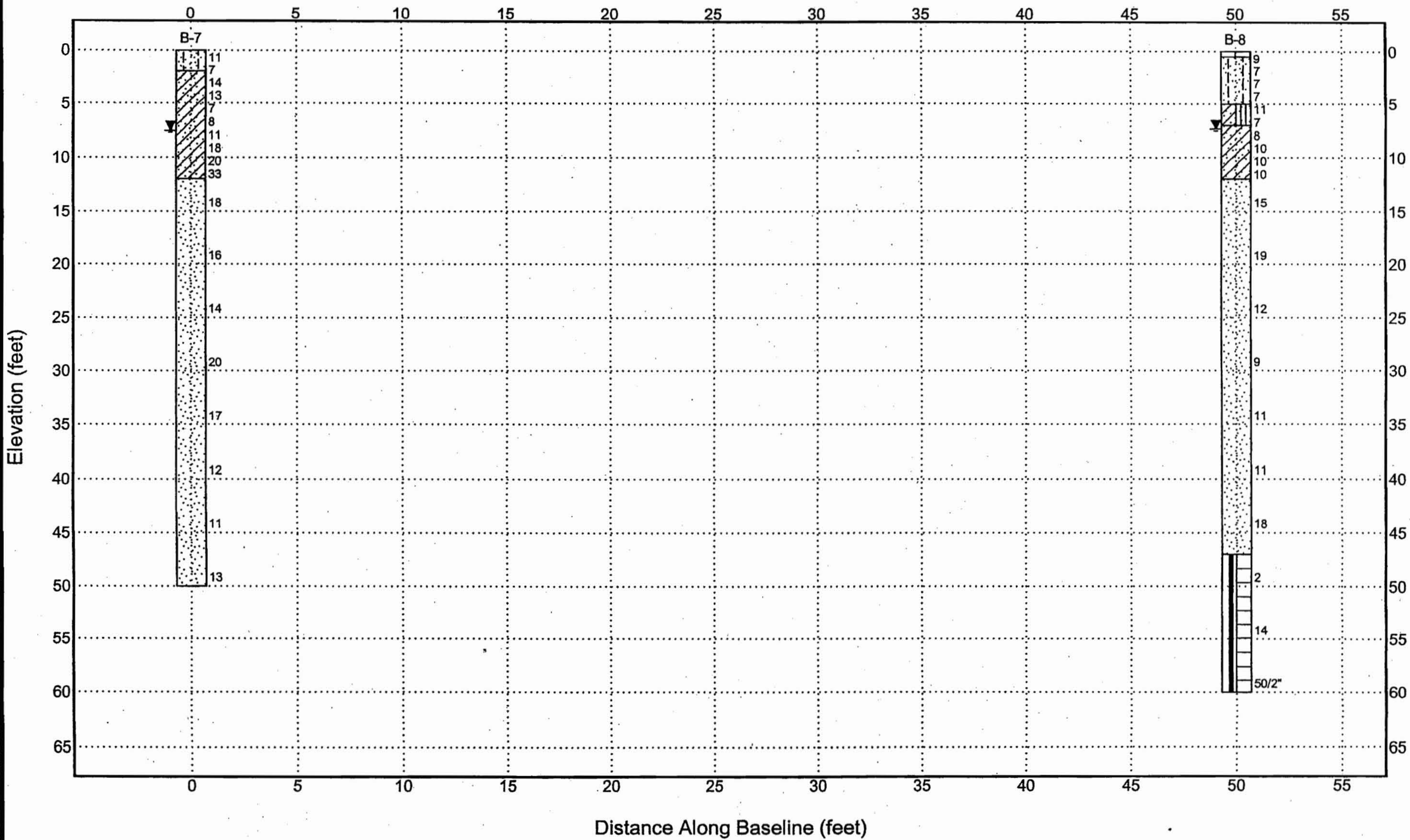
12-22-04

MEW/mv



Bridges 115-2.3&2.5: Are located approx. 7 miles northwest of Sumatra on C.R. 379, 22 miles south of Bristol following C.R. 12 to C.R. 379, then 2.3 and 2.5 miles down forest road #115. (Bristol is approximately 33 miles west of Tallahassee.)

B C **FIGURE 1**



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USCS Poorly-graded Sand with Silt	USCS Clayey Sand	USCS Poorly-graded Sand
Limestone	USCS Silty Clayey Sand	Highly Elastic Silt & Limestone

SUBSURFACE PROFILE

Project: National Forestry Service Bridges

Location: Bridges 115-2.5

Number: T04-303

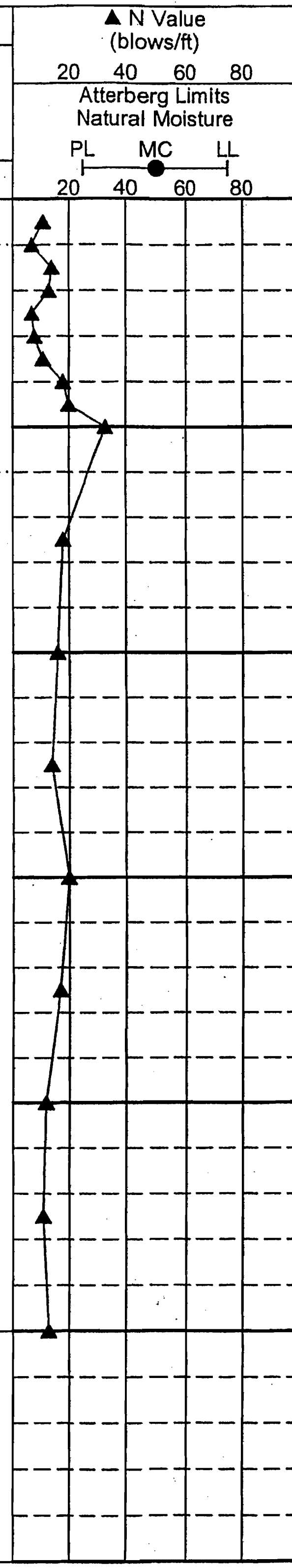
STRATIGRAPHY AND WATER LEVELS T04-303.GPJ SES PC FL.GDT 12/14/04

LOG OF BORING B-7

PROJECT: National Forestry Service Bridges
LOCATION: Apalachicola National Forest
PROJECT NO.: T04-303
DATE: 10/29/04
METHOD: Mud Rotary
DRILLER: E. Thomas
ENGR / GEOL: G. Englert
SURFACE ELEVATION: **Unknown**

LOCATION: **Bridge 115-2.5 West**

Elevation / Depth	Soil Symbols Sampler Symbols and Field Test Data	USCS	MATERIAL DESCRIPTION
0	11, 7	SP-SM	Tan slightly Silty Fine SAND
	14, 13, 7	SC	Brown/Tan Clayey Fine SAND
	8, 11		Brown/Orange/Grey Clayey Fine SAND
	18, 20		Brown/Orange Clayey Fine SAND
10	33		Brown/Orange/Grey Clayey Fine SAND
	18, 16, 14, 20, 17, 12, 11, 13	SP	Tan Medium-Fine SAND
50			



NATURAL MOISTURE (%) | ATTERBERG LIMITS (%): LIQUID LIMIT (LL), PLASTIC LIMIT (PL), PLASTICITY INDEX (PI) | PASSING #200 SIEVE (%)

Water Level Est.: ∇ Measured: ▼ Perched: ▼
Water Observations: **Water Measured @ 7'6"**

Notes:

N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: SPT Shelby Tube

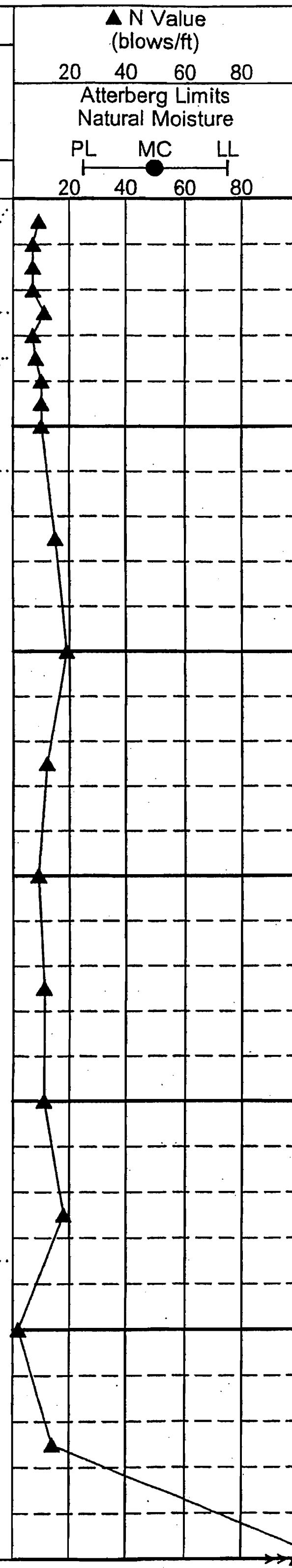
SOUTHERN EARTH SCIENCES, inc.

LOG OF BORING B-8

PROJECT: National Forestry Service Bridges
LOCATION: Apalachicola National Forest
PROJECT NO.: T04-303
DATE: 11/02/04
METHOD: Mud Rotary
DRILLER: E. Thomas
ENGR / GEOL: G. Englert
SURFACE ELEVATION: **Unknown**

LOCATION: **Bridge 115-2.5 East**

Elevation / Depth	Soil Symbols Sampler Symbols and Field Test Data (N)	USCS	MATERIAL DESCRIPTION
0	9, 7, 7, 7, 11	SP-SM	Limestone Tan slightly Silty Fine SAND
	7, 8	SC-SM	Brown/Tan/Orange Silty Clayey Fine SAND
	10, 10, 10	SC	Brown/Orange Clayey Fine SAND Brown/Orange/Grey Clayey Fine SAND
10–47	15, 19, 12, 9, 11, 11, 18	SP	Tan Medium-Fine SAND
47–60	2, 14, 50/2"	MH-LS	Grey Highly Elastic Silt and limestone



NATURAL MOISTURE (%) | ATTERBERG LIMITS (%): LIQUID LIMIT (LL), PLASTIC LIMIT (PL), PLASTICITY INDEX (PI) | PASSING #200 SIEVE (%)

Water Level Est.: ▽ Measured: ▼ Perched: ▼ **Notes:**
Water Observations: **Water Measured @ 7'4"**

N - SPT Data (Blows/Ft) P - Pocket Penetrometer (tsf)
Sample Key: SPT Shelby Tube

SOUTHERN EARTH SCIENCES, inc.

ANF BRIDGE 115-2.5
ANF
T04-303

SUMMARY OF STRATUM DATA

STRATUM 1

THICKNESS (FT)=	10
UNIT WT (PCF)=	0
COHESION (PSF)=	0
PHI=	0
KS=	0
NQ=	0

STRATUM 2

THICKNESS (FT)=	25
UNIT WT (PCF)=	60
COHESION (PSF)=	0
PHI=	34
KS=	1
NQ=	42

STRATUM 3

THICKNESS (FT)=	15
UNIT WT (PCF)=	57
COHESION (PSF)=	0
PHI=	31
KS=	1
NQ=	24

PENETRATION DEPTH VS ALLOWABLE COMPRESSIVE CAPACITY
ANF BRIDGE 115-2.5
ANF
T04-303

ALLOWABLE COMPRESSIVE CAPACITY (TONS)
SQUARE PILE SECTION
F.S.= 2

	PILE SIZE IN INCHES		
PENETRATION (FEET)	14	18	24
30	24.1	37.3	62.4
32	27.3	42.1	69.9
34	30.6	47	77.7
36	24.4	36.1	57.4
38	27	39.7	63
40	29.7	43.5	68.8
42	32.5	47.5	74.7
44	35.4	51.6	80.9
46	38.5	55.9	87.3

NOTE: SKIN FRICTION REDUCED 10 PERCENT FOR JETTING OR PREDRILLING

NOTE: PILE CAPACITIES ARE BASED ON SOIL-PILE INTERACTION AND
DO NOT CONSIDER THE STRUCTURAL ASPECTS OF THE PILE

FLORIDA DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN OFFICE
STATIC PILE BEARING CAPACITY ANALYSIS PROGRAM
SPT97 - VERSION 1.2 FEBRUARY, 1997
BASED ON RESEARCH BULLETIN RB-121
"GUIDELINES FOR USE IN THE SOILS INVESTIGATION
AND DESIGN OF FOUNDATIONS FOR
BRIDGE STRUCTURES IN THE STATE OF FLORIDA" AND
RESEARCH STUDY REPORT BY UNIVERSITY OF FLORIDA
"DESIGN OF STEEL PIPE AND H PILES"

NOTE - THIS PROGRAM IS EXPANDED FROM SPT91
IS ALSO KNOWN AS SPT94
TO INCLUDE STEEL H AND PIPE PILES

A. GENERAL INFORMATION

INPUT FILE NAME	115B-7.in
RUN DATE	11/12/04
RUN TIME	15:22:42
PROJECT NUMBER	T04-303
JOB NAME	BRIDGE 115-2.5 (West)
SUBMITTING ENGINEER	M. WILSON
BORING NO.	B-7
DRILLING DATE	10-29-04
STATION NO.	NA
GROUND SURFACE ELEVATION	.00 FEET
TYPE OF ANALYSIS	2 - DETERMINATION OF STATIC PILE BEARING CAPACITIES FOR A RANGE OF PILE LENGTHS (CAPACITY VS. TIP ELEVATION)

B. BORING LOG

ENTRY NO.	DEPTH (FT) D(I)	ELEVATION (FT)	SPT BLOWS/FT N(I)	SOIL TYPE ST(I)
1	.0	.0	16.0	5
2	2.0	-2.0	9.0	5
3	4.0	-4.0	5.0	5
4	6.0	-6.0	8.0	5
5	8.0	-8.0	6.0	5
6	13.5	-13.5	18.0	3

7	18.5	-18.5	16.0	3
8	23.5	-23.5	14.0	3
9	28.5	-28.5	20.0	3
10	33.5	-33.5	17.0	3
11	38.5	-38.5	12.0	3
12	43.5	-43.5	11.0	3
13	48.5	-48.5	13.0	3
14	53.5	-53.5	10.0	2
15	58.5	-58.5	10.0	2
16	63.5	-63.5	10.0	2

SOIL TYPE LEGEND

0 - BOTTOM OF BORING
1 - PLASTIC CLAYS
2 - CLAY/SILT SAND MIXTURES, SILTS & MARLS
3 - CLEAN SAND
4 - SOFT LIMESTONE, VERY SHELLY SANDS
5 - VOID (NO CAPACITY)

STATIC PILE BEARING CAPACITY ANALYSIS - SPT97 Page 3

Project No: T04-303 BRIDGE 115-2.5 (West)

Boring No: B-7

C. PILE INFORMATION

TEST PILE SECTION ISECT = 1
{concrete pile, square section}
WIDTH OF PILE WP = 14.00 INCHES

D. PILE CAPACITY VS. PENETRATION

TEST PILE LENGTH (FT)	PILE TIP ELEV (FT)	ULTIMATE SIDE FRICTION (TONS)	MOBILIZED END BEARING (TONS)	ESTIMATED DAVISSON CAPACITY (TONS)	ALLOWABLE PILE CAPACITY (TONS)	ULTIMATE PILE CAPACITY (TONS)
26.0	-26.0	19.69	24.90	44.59	22.30	94.39
28.0	-28.0	22.88	25.28	48.15	24.08	98.71
30.0	-30.0	26.29	25.07	51.35	25.68	101.49
32.0	-32.0	29.54	24.56	54.10	27.05	103.21
34.0	-34.0	32.60	23.62	56.22	28.11	103.45
36.0	-36.0	35.36	22.17	57.54	28.77	101.89
38.0	-38.0	37.80	20.60	58.40	29.20	99.61
40.0	-40.0	39.97	19.17	59.14	29.57	97.48
42.0	-42.0	42.05	18.19	60.24	30.12	96.62
44.0	-44.0	44.07	17.78	61.85	30.92	97.40
46.0	-46.0	46.16	17.41	63.57	31.79	98.39
48.0	-48.0	48.39	16.08	64.47	32.24	96.64

*** THE MAXIMUM PILE LENGTH HAS BEEN REACHED

NOTES

1. MOBILIZED END BEARING IS 1/3 OF THE ORIGINAL RB-121 VALUES.
2. DAVISSON PILE CAPACITY IS AN ESTIMATE BASED ON FAILURE CRITERIA, AND EQUALS ULTIMATE SIDE FRICTION PLUS MOBILIZED END BEARING.

3. ALLOWABLE PILE CAPACITY IS 1/2 THE DAVISSON PILE CAPACITY.

4. ULTIMATE PILE CAPACITY IS ULTIMATE SIDE FRICTION PLUS
   3 x THE MOBILIZED END BEARING.

PROBLEM COMPLETED   ANALYSIS NO. 7

STATIC PILE BEARING CAPACITY ANALYSIS - SPT97	Page 4
Project No: T04-303	BRIDGE 115-2.5 (West)
Boring No: B-7	

C. PILE INFORMATION

TEST PILE SECTION — ISECT = 1
{concrete pile, square section}

WIDTH OF PILE — WP = 18.00 INCHES

D. PILE CAPACITY VS. PENETRATION

TEST PILE LENGTH (FT)	PILE TIP ELEV (FT)	ULTIMATE SIDE FRICTION (TONS)	MOBILIZED END BEARING (TONS)	ESTIMATED DAVISSON CAPACITY (TONS)	ALLOWABLE PILE CAPACITY (TONS)	ULTIMATE PILE CAPACITY (TONS)
26.0	-26.0	23.53	40.40	63.92	31.96	144.72
28.0	-28.0	27.54	41.56	69.10	34.55	152.21
30.0	-30.0	31.88	40.63	72.51	36.25	153.76
32.0	-32.0	36.04	39.22	75.26	37.63	153.71
34.0	-34.0	39.96	37.43	77.40	38.70	152.26
36.0	-36.0	43.53	35.91	79.45	39.72	151.28
38.0	-38.0	46.69	34.43	81.12	40.56	149.97
40.0	-40.0	49.52	32.88	82.40	41.20	148.17
42.0	-42.0	52.24	31.54	83.78	41.89	146.86
44.0	-44.0	54.87	30.74	85.62	42.81	147.10
46.0	-46.0	57.59	28.97	86.56	43.28	144.50
48.0	-48.0	60.47	25.88	86.35	43.17	138.11

*** THE MAXIMUM PILE LENGTH HAS BEEN REACHED

NOTES

1. MOBILIZED END BEARING IS 1/3 OF THE ORIGINAL RB-121 VALUES.

2. DAVISSON PILE CAPACITY IS AN ESTIMATE BASED ON FAILURE CRITERIA,
   AND EQUALS ULTIMATE SIDE FRICTION PLUS MOBILIZED END BEARING.

3. ALLOWABLE PILE CAPACITY IS 1/2 THE DAVISSON PILE CAPACITY.

4. ULTIMATE PILE CAPACITY IS ULTIMATE SIDE FRICTION PLUS
   3 x THE MOBILIZED END BEARING.

PROBLEM COMPLETED   ANALYSIS NO. 8

```
| STATIC PILE BEARING CAPACITY ANALYSIS    - SPT97                  Page     5 |
+-----------------------------------------------------------------------------+
| Project No: T04-303                  BRIDGE 115-2.5 (West)
|
| Boring No:  B-7                                                             |
+-----------------------------------------------------------------------------+
```

C. PILE INFORMATION
===================

TEST PILE SECTION ISECT = 1
{concrete pile, square section}
WIDTH OF PILE WP = 24.00 INCHES

D. PILE CAPACITY VS. PENETRATION
================================

TEST PILE LENGTH (FT)	PILE TIP ELEV (FT)	ULTIMATE SIDE FRICTION (TONS)	MOBILIZED END BEARING (TONS)	ESTIMATED DAVISSON CAPACITY (TONS)	ALLOWABLE PILE CAPACITY (TONS)	ULTIMATE PILE CAPACITY (TONS)
26.0	-26.0	29.87	63.14	93.01	46.51	219.30
28.0	-28.0	34.55	67.28	101.83	50.91	236.39
30.0	-30.0	40.41	68.60	109.01	54.50	246.20
32.0	-32.0	46.37	67.57	113.94	56.97	249.08
34.0	-34.0	51.60	64.35	115.95	57.97	244.65
36.0	-36.0	56.37	61.71	118.08	59.04	241.51
38.0	-38.0	60.61	59.93	120.54	60.27	240.41
40.0	-40.0	64.41	59.34	123.75	61.88	242.42
42.0	-42.0	68.07	58.91	126.98	63.49	244.79
44.0	-44.0	71.61	56.70	128.31	64.15	241.70
46.0	-46.0	75.26	52.01	127.27	63.63	231.28
48.0	-48.0	79.12	45.93	125.04	62.52	216.90

*** THE MAXIMUM PILE LENGTH HAS BEEN REACHED

NOTES
----

1. MOBILIZED END BEARING IS 1/3 OF THE ORIGINAL RB-121 VALUES.
2. DAVISSON PILE CAPACITY IS AN ESTIMATE BASED ON FAILURE CRITERIA, AND EQUALS ULTIMATE SIDE FRICTION PLUS MOBILIZED END BEARING.
3. ALLOWABLE PILE CAPACITY IS 1/2 THE DAVISSON PILE CAPACITY.
4. ULTIMATE PILE CAPACITY IS ULTIMATE SIDE FRICTION PLUS 3 x THE MOBILIZED END BEARING.

PROBLEM COMPLETED ANALYSIS NO. 9

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+----------------------------------------------------------------------------+
| STATIC PILE BEARING CAPACITY ANALYSIS    - SPT97                  Page   1 |
+----------------------------------------------------------------------------+
| Project No: T04-303              BRIDGE 115-2.5 (East)
|
| Boring No:  B-8                                                            |
+----------------------------------------------------------------------------+
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FLORIDA DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN OFFICE
STATIC PILE BEARING CAPACITY ANALYSIS PROGRAM
SPT97 - VERSION 1.2 FEBRUARY, 1997
BASED ON RESEARCH BULLETIN RB-121
"GUIDELINES FOR USE IN THE SOILS INVESTIGATION
AND DESIGN OF FOUNDATIONS FOR
BRIDGE STRUCTURES IN THE STATE OF FLORIDA" AND
RESEARCH STUDY REPORT BY UNIVERSITY OF FLORIDA
"DESIGN OF STEEL PIPE AND H PILES"

NOTE - THIS PROGRAM IS EXPANDED FROM SPT91
IS ALSO KNOWN AS SPT94
TO INCLUDE STEEL H AND PIPE PILES

A. GENERAL INFORMATION

INPUT FILE NAME	115B-8.in
RUN DATE	11/12/04
RUN TIME	15:36:07
PROJECT NUMBER	T04-303
JOB NAME	BRIDGE 115-2.5 (East)
SUBMITTING ENGINEER	M. WILSON
BORING NO.	B-8
DRILLING DATE	11-02-04
STATION NO.	NA
GROUND SURFACE ELEVATION	.00 FEET
TYPE OF ANALYSIS	2 - DETERMINATION OF STATIC PILE BEARING CAPACITIES FOR A RANGE OF PILE LENGTHS (CAPACITY VS. TIP ELEVATION)

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+----------------------------------------------------------------------------+
| STATIC PILE BEARING CAPACITY ANALYSIS    - SPT97                  Page   2 |
+----------------------------------------------------------------------------+
| Project No: T04-303              BRIDGE 115-2.5 (East)
|
| Boring No:  B-8                                                            |
+----------------------------------------------------------------------------+
```

B. BORING LOG

ENTRY NO.	DEPTH (FT) D(I)	ELEVATION (FT)	SPT BLOWS/FT N(I)	SOIL TYPE ST(I)
1	.0	.0	7.0	5
2	2.0	-2.0	7.0	5
3	4.0	-4.0	10.0	5
4	6.0	-6.0	8.0	5
5	8.0	-8.0	9.0	5
6	13.5	-13.5	15.0	3

7	18.5	-18.5	19.0	3
8	23.5	-23.5	12.0	3
9	28.5	-28.5	9.0	3
10	33.5	-33.5	11.0	3
11	38.5	-38.5	11.0	3
12	43.5	-43.5	18.0	3
13	48.5	-48.5	2.0	1
14	53.5	-53.5	14.0	2
15	58.5	-58.5	100.0	4
16	63.5	-63.5	50.0	4
17	68.5	-68.5	50.0	4

SOIL TYPE LEGEND

0 - BOTTOM OF BORING
1 - PLASTIC CLAYS
2 - CLAY/SILT SAND MIXTURES, SILTS & MARLS
3 - CLEAN SAND
4 - SOFT LIMESTONE, VERY SHELLY SANDS
5 - VOID (NO CAPACITY)

STATIC PILE BEARING CAPACITY ANALYSIS - SPT97 Page 3

Project No: T04-303 BRIDGE 115-2.5 (East)

Boring No: B-8

C. PILE INFORMATION

TEST PILE SECTION ISECT = 1
{concrete pile, square section}
WIDTH OF PILE WP = 14.00 INCHES

D. PILE CAPACITY VS. PENETRATION

TEST PILE LENGTH (FT)	PILE TIP ELEV (FT)	ULTIMATE SIDE FRICTION (TONS)	MOBILIZED END BEARING (TONS)	ESTIMATED DAVISSON CAPACITY (TONS)	ALLOWABLE PILE CAPACITY (TONS)	ULTIMATE PILE CAPACITY (TONS)
26.0	-26.0	19.08	17.78	36.86	18.43	72.41
28.0	-28.0	20.91	16.51	37.42	18.71	70.45
30.0	-30.0	22.61	15.80	38.41	19.21	70.01
32.0	-32.0	24.43	15.44	39.87	19.94	70.76
34.0	-34.0	26.36	15.33	41.69	20.85	72.35
36.0	-36.0	28.33	15.69	44.02	22.01	75.39
38.0	-38.0	30.30	17.20	47.50	23.75	81.91
40.0	-40.0	32.40	19.42	51.81	25.91	90.65
42.0	-42.0	34.96	19.29	54.25	27.12	92.83
44.0	-44.0	37.94	16.01	53.95	26.98	85.97
46.0	-46.0	40.18	12.14	52.33	26.16	76.61
48.0	-48.0	41.18	10.64	51.82	25.91	73.09
50.0	-50.0	43.02	4.49	47.51	23.76	56.50
52.0	-52.0	45.30	13.76	59.06	29.53	86.57

*** THE MAXIMUM PILE LENGTH HAS BEEN REACHED

NOTES

1. MOBILIZED END BEARING IS 1/3 OF THE ORIGINAL RB-121 VALUES.

2. DAVISSON PILE CAPACITY IS AN ESTIMATE BASED ON FAILURE CRITERIA, AND EQUALS ULTIMATE SIDE FRICTION PLUS MOBILIZED END BEARING.

3. ALLOWABLE PILE CAPACITY IS 1/2 THE DAVISSON PILE CAPACITY.

4. ULTIMATE PILE CAPACITY IS ULTIMATE SIDE FRICTION PLUS 3 x THE MOBILIZED END BEARING.

PROBLEM COMPLETED ANALYSIS NO. 22

STATIC PILE BEARING CAPACITY ANALYSIS - SPT97	Page 4
Project No: T04-303	BRIDGE 115-2.5 (East)
Boring No: B-8	

C. PILE INFORMATION

TEST PILE SECTION ISECT = 1
{concrete pile, square section}
WIDTH OF PILE WP = 18.00 INCHES

D. PILE CAPACITY VS. PENETRATION

TEST PILE LENGTH (FT)	PILE TIP ELEV (FT)	ULTIMATE SIDE FRICTION (TONS)	MOBILIZED END BEARING (TONS)	ESTIMATED DAVISSON CAPACITY (TONS)	ALLOWABLE PILE CAPACITY (TONS)	ULTIMATE PILE CAPACITY (TONS)
26.0	-26.0	24.38	29.49	53.87	26.94	112.85
28.0	-28.0	26.90	28.89	55.79	27.89	113.57
30.0	-30.0	29.09	27.98	57.06	28.53	113.01
32.0	-32.0	31.42	26.80	58.22	29.11	111.82
34.0	-34.0	33.91	26.05	59.96	29.98	112.05
36.0	-36.0	36.44	26.82	63.26	31.63	116.89
38.0	-38.0	38.97	29.20	68.17	34.08	126.56
40.0	-40.0	41.67	31.14	72.81	36.41	135.10
42.0	-42.0	44.96	29.27	74.22	37.11	132.76
44.0	-44.0	48.80	23.63	72.43	36.21	119.69
46.0	-46.0	51.67	19.36	71.03	35.52	109.74
48.0	-48.0	52.96	18.17	71.13	35.56	107.46
50.0	-50.0	55.22	10.45	65.68	32.84	86.58
52.0	-52.0	57.71	30.43	88.13	44.07	148.99

*** THE MAXIMUM PILE LENGTH HAS BEEN REACHED

NOTES

1. MOBILIZED END BEARING IS 1/3 OF THE ORIGINAL RB-121 VALUES.

2. DAVISSON PILE CAPACITY IS AN ESTIMATE BASED ON FAILURE CRITERIA, AND EQUALS ULTIMATE SIDE FRICTION PLUS MOBILIZED END BEARING.

3. ALLOWABLE PILE CAPACITY IS 1/2 THE DAVISSON PILE CAPACITY.

4. ULTIMATE PILE CAPACITY IS ULTIMATE SIDE FRICTION PLUS 3 x THE MOBILIZED END BEARING.

PROBLEM COMPLETED ANALYSIS NO. 23

STATIC PILE BEARING CAPACITY ANALYSIS - SPT97	Page 5
Project No: T04-303	BRIDGE 115-2.5 (East)
Boring No: B-8	

C. PILE INFORMATION

TEST PILE SECTION ISECT = 1
{concrete pile, square section}
WIDTH OF PILE WP = 24.00 INCHES

D. PILE CAPACITY VS. PENETRATION

TEST PILE LENGTH (FT)	PILE TIP ELEV (FT)	ULTIMATE SIDE FRICTION (TONS)	MOBILIZED END BEARING (TONS)	ESTIMATED DAVISSON CAPACITY (TONS)	ALLOWABLE PILE CAPACITY (TONS)	ULTIMATE PILE CAPACITY (TONS)
26.0	-26.0	32.27	48.74	81.01	40.51	178.48
28.0	-28.0	34.91	50.53	85.44	42.72	186.49
30.0	-30.0	37.79	51.48	89.27	44.63	192.22
32.0	-32.0	41.12	51.24	92.36	46.18	194.85
34.0	-34.0	44.45	50.79	95.24	47.62	196.81
36.0	-36.0	47.84	51.86	99.71	49.85	203.43
38.0	-38.0	51.22	53.64	104.86	52.43	212.15
40.0	-40.0	54.82	51.69	106.51	53.26	209.88
42.0	-42.0	59.20	45.04	104.25	52.12	194.33
44.0	-44.0	64.31	37.86	102.17	51.08	177.88
46.0	-46.0	68.15	34.06	102.20	51.10	170.31
48.0	-48.0	69.89	37.90	107.79	53.89	183.58
50.0	-50.0	73.75	35.15	108.90	54.45	179.20
52.0	-52.0	76.75	69.79	146.54	73.27	286.12

*** THE MAXIMUM PILE LENGTH HAS BEEN REACHED

NOTES

1. MOBILIZED END BEARING IS 1/3 OF THE ORIGINAL RB-121 VALUES.
2. DAVISSON PILE CAPACITY IS AN ESTIMATE BASED ON FAILURE CRITERIA, AND EQUALS ULTIMATE SIDE FRICTION PLUS MOBILIZED END BEARING.
3. ALLOWABLE PILE CAPACITY IS 1/2 THE DAVISSON PILE CAPACITY.
4. ULTIMATE PILE CAPACITY IS ULTIMATE SIDE FRICTION PLUS 3 x THE MOBILIZED END BEARING.

PROBLEM COMPLETED ANALYSIS NO. 24

Ackuritlabs, Inc.

3345 North Monroe Street, Tallahassee, FL 32303 • Telephone (850) 562-7751

Environmental Services Section

REPORT OF ANALYSIS

THIS REPORT MEETS NELAC STANDARDS

Report #: 11016
Report Date: November 19, 2004
NELAC/FDOH#: E81350
FDEPQA#: 920087G
Project#: 24485
Sampled By: Mark Wilson
Sample Site: Forest Service Bridges
Sample Date: 11-05-04

Southern Earth Science
Attn: Mark Wilson
870-3 Blountstown Highway
Tallahassee, FL 32304

Table 1. Sample received 11-05-04.

Sample Location: **115-2.5/B-B 8-10'**
Lab ID#: **#47778**
Sample Time: **15:00**

Parameter Monitored	Units	Analysis Result	Detection Limit	Analysis Date	Analyst
Inorganics:					
Chlorides, EPA 9252	mg/kg	65.8	1.74	11-16-04 14:20	TA
pH, EPA 9045	SU	5.57	1.0	11-16-04 13:50	TA
Sulfate, EPA 9038	mg/kg	1.51 U	1.51	11-16-04 15:40	TA
Sp. Conductance, EPA 9050	uhmos/cm	110	0.02	11-11-04 16:00	TA
% Solids, SM 2450 G	%	85.9	---	11-16-04 08:00	TA

Data Qualifiers that may apply:
U = Analyte was not detected ant the indicated value is the detection limit.

Data Release Authorization:
Sample integrity and reliability certified by Lab personnel prior to analysis. All quality assurance samples met quality control limits unless otherwise specified. The reported analytical results relate only to the sample submitted. This report shall not be reproduced, except in full, without the written approval of Ackuritlabs. Please contact the undersigned at the above phone number with any questions regarding this report.

11-19-04
Todd J. Acker, Laboratory Director

Ackuritlabs, Inc.

3345 N. Monroe Street, Tallahassee, FL 32303 • Telephone (850) 562-7751

№ 11018

CHAIN OF CUSTODY RECORD

PAGE 1 OF 1

CLIENT NAME & ADDRESS: Southern Earth Sciences	PROJECT #: T04-303 24485
PROJECT NAME: Forest Service Bridges	CONTACT PERSON: Mark Wilson

SAMPLE CONTAINERS

QUANTITY	N HNO3	S H2SO4	H HCl	B NaOH	Z Zn(C2H3O2)2	T Na2S2O3	C NONE	OTHER	Plastic 125 mL	Plastic 250 mL	Plastic 500 mL	Plastic 1 Liter	Plastic 2 Liter	Plastic 4 Liter	WHIRLPAK		Glass 40 mL	Glass 125 mL	Glass 250 mL	Glass 1 Liter	Glass 2 Liter	Glass 4 Liter		TRIP BLANK	REMARKS
4							X					X													C

PRECLEANED CONTAINERS RELINQUISHED BY:	RECEIVED BY:	DATE:	TIME:
[signature]	[signature]	10/27	8:30

SAMPLE COLLECTION

SAMPLERS: (PRINT NAME) Eric Thomas

SAMPLERS: (SIGNATURE) Eric Thomas

FIELD ID NUMBER	DATE	TIME	STATION LOCATION/NUMBER	MATRIX	GRAB OR COMPOSITE	NO. OF CONTAINERS	pH	resist	Cl-	SO4	LAB ID#
S-1W	11/1	AM 10:35	353-0.20	W	G	1	X	X	X	X	47719
S-2W	11/1	AM 11:18	125-6.8	W	|	1	|	|	|	|	47720
S-3W	11/1	PM 12:19	115-2.3	W	|	1	|	|	|	|	47721
S-4W	11/1	PM 12:16	115-2.5	W	|	1	|	|	|	|	47722

COMMENTS

H2O Samples 870-3 Blountstown Hwy

$56.00 ea TLH, FL

RELINQUISHED BY: (SIGNATURE)	RECEIVED BY: (SIGNATURE)	DATE:	TIME:
Eric Thomas	[signature]	11-1-01	1410
RELINQUISHED BY: (SIGNATURE)	RECEIVED BY: (SIGNATURE)	DATE:	TIME:

MATRIX TYPES: SW SURFACE WATER, WW WASTE WATER, GW GROUND WATER, DW DRINKING WATER, FT FISH TISSUE, S SOIL/SEDIMENT, SL SLUDGE, MI MACROBENTHIC INVERTEBRATES, SH SHELLFISH, HZ HAZARDOUS WASTE, OT OTHER

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№ 11016

CHAIN OF CUSTODY RECORD

PAGE 1 OF 1

CLIENT NAME & ADDRESS: Southern Earth Sciences	PROJECT #: T04-303 / 24485
PROJECT NAME: Forest Service Bridges	CONTACT PERSON: Mark Wilson

SAMPLE CONTAINERS

QUANTITY	N HNO3	S H2SO4	H HCl	B NaOH	Z Zn(C2H3O2)2	T Na2S2O3	C NONE	OTHER	125 mL (plastic)	250 mL (plastic)	500 mL (plastic)	1 Liter (plastic)	2 Liter (plastic)	4 Liter (plastic)	WHIRLPAK		40 mL (glass)	125 mL (glass)	250 mL (glass)	1 Liter (glass)	2 Liter (glass)	4 Liter (glass)		TRIP BLANK	REMARKS
4							X			X															C

PRECLEANED CONTAINERS RELINQUISHED BY:	RECEIVED BY:	DATE:	TIME:
[signature]	[signature]	10-27	8:30

SAMPLE COLLECTION

SAMPLERS: (PRINT NAME) X Mark E. Wilson

SAMPLERS: (SIGNATURE) X [signature]

FIELD ID NUMBER	DATE	TIME	STATION LOCATION/NUMBER	MATRIX	GRAB OR COMPOSITE	NO. OF CONTAINERS	pH	resist.	Cl-	SO4	LAB ID#
S-1S	11-4	3:00	353-0.20 / B-B 8-10'	S		1	X	X	X	X	47775
S-2S	11-4	3:00	125-6.8 / B-A 8-10'	S		1					47776
S-3S	11-4	3:00	115-2.3 / B-A 8-10'	S		1					47777
S-4S	11-4	3:00	115-2.5 / B-B 8-10'	S		1					47778

COMMENTS

Soil Samples

$70.00 ea

RELINQUISHED BY: (SIGNATURE)	RECEIVED BY: (SIGNATURE)	DATE:	TIME:
[signature]	[signature]	11-5-04	1250
RELINQUISHED BY: (SIGNATURE)	RECEIVED BY: (SIGNATURE)	DATE:	TIME:

MATRIX TYPES: SW SURFACE WATER, WW WASTE WATER, GW GROUND WATER, DW DRINKING WATER, FT FISH TISSUE, S SOIL/SEDIMENT, SL SLUDGE, MI MACROBENTHIC INVERTEBRATES, SH SHELLFISH, HZ HAZARDOUS WASTE, OT OTHER

APPENDIX

DRILLING AND PENETRATION TESTING PROCEDURES

The borings were advanced by a rotary drilling process which utilizes a viscous bentonite drilling fluid to flush the cuttings and stabilize the hole. At regular intervals, the drilling tools were withdrawn and soil samples obtained with a standard 1.4-inch I.D., 2.0-inch O.D., split-tube sampler.

The sampler was initially seated six inches to penetrate loose cuttings, then driven an additional foot with blows of a 140 pound hammer falling 30 inches. The number of hammer blows required to drive the sampler the final foot was recorded and is designated the "penetration resistance". Penetration resistance is an index to the soil strength and density which may be evaluated in engineering design.

The samples were classified in the field by the driller as they were obtained. Representative portions of each soil sample were then sealed in plastic bags and transported to our laboratory where they were examined by an Engineer or Geologist to verify the field classifications.

IMPORTANT INFORMATION
ABOUT YOUR
GEOTECHNICAL ENGINEERING REPORT

More construction problems are caused by site subsurface conditions than any other factor. As troublesome as subsurface problems can be, their frequency and extent have been lessened considerably in recent years, thanks to the Association of Soil and Foundation Engineers (ASFE).

When ASFE was founded in 1969, subsurface problems were frequently being resolved through lawsuits. In fact, the situation had grown to such alarming proportions that consulting geotechnical engineers had the worst professional liability record of all design professionals. By 1980, ASFE-*member consulting soil and foundation engineers had the best professional liability record.* This dramatic turn-about can be attributed directly to client acceptance of problem-solving programs and materials developed by ASFE for its members' application. *This acceptance was gained because clients perceived the* ASFE *approach to be in their own best interests.* Disputes benefit only those who earn their living from others' disagreements.

The following suggestions and observations are offered to help you reduce the geotechnical-related delays, cost-overruns and other costly headaches that can occur during a construction project.

A GEOTECHNICAL ENGINEERING REPORT IS BASED ON A UNIQUE SET OF PROJECT-SPECIFIC FACTORS

A geotechnical engineering report is based on a subsurface exploration plan designed to incorporate a unique set of project-specific factors. These typically include: the general nature of the structure involved, its size and configuration; the location of the structure on the site and its orientation; physical concomitants such as access roads, parking lots, and underground utilities, and the level of additional risk which the client assumed by virtue of limitations imposed upon the exploratory program. To help avoid costly problems, consult the geotechnical engineer to determine how any factors which change subsequent to the date of his report may affect his recommendations.

Unless your consulting geotechnical engineer indicates otherwise, *your geotechnical engineering report should not be used*:

- When the nature of the proposed structure is changed, for example, if an office building will be erected instead of a parking garage, or if a refrigerated warehouse will be built instead of an unrefrigerated one;
- when the size or configuration of the proposed structure is altered;
- when the location or orientation of the proposed structure is modified;
- when there is a change of ownership, or
- for application to an adjacent site.

A geotechnical engineer cannot accept responsibility for problems which may develop if he is not consulted after factors considered in his report's development have changed.

MOST GEOTECHNICAL "FINDINGS" ARE PROFESSIONAL ESTIMATES

Site exploration identifies actual subsurface conditions only at those points where samples are taken, when they are taken. Data derived through sampling and subsequent laboratory testing are extrapolated by the geotechnical engineer who then renders an opinion about overall subsurface conditions, their likely reaction to proposed construction activity, and appropriate foundation design. Even under optimal circumstances actual conditions may differ from those opined to exist, because no geotechnical engineer, no matter how qualified, and no subsurface exploration program, no matter how comprehensive, can reveal what is hidden by earth, rock and time. For example, the actual interface between materials may be far more gradual or abrupt than the report indicates, and actual conditions in areas not sampled may differ from predictions. *Nothing can be done to prevent the unanticipated, but steps can be taken to help minimize their impact.* For this reason, *most experienced owners retain their geotechnical consultant through the construction stage,* to identify variances, conduct additional tests which may be needed, and to recommend solutions to problems encountered on site.

SUBSURFACE CONDITIONS CAN CHANGE

Subsurface conditions may be modified by constantly-changing natural forces. Because a geotechnical engineering report is based on conditions which existed at the time of subsurface exploration, *construction decisions should not be based on a geotechnical engineering report whose adequacy may have been affected by time.* Speak with the geotechnical consultant to learn if additional tests are advisable before construction starts.

Construction operations at or adjacent to the site and natural events such as floods, earthquakes or groundwater fluctuations may also affect subsurface conditions and, thus, the continuing adequacy of a geotechnical report. The geotechnical engineer should be kept apprised of any such events, and should be consulted to determine if additional tests are necessary.

A GEOTECHNICAL ENGINEERING REPORT IS SUBJECT TO MISINTERPRETATION

Costly problems can occur when other design professionals develop their plans based on misinterpretations of a geotechnical engineering report. To help avoid these problems, the geotechnical engineer should be retained to work with other appropriate design professionals to explain relevant geotechnical findings and to review the adequacy of their plans and specifications relative to geotechnical issues.

BORING LOGS SHOULD NOT BE SEPARATED FROM THE ENGINEERING REPORT

Final boring logs are developed by the geotechnical engineer based upon his interpretation of field logs (assembled by site personnel) and laboratory evaluation of field samples. Only final boring logs customarily are included in geotechnical engineering reports. *These logs should not under any circumstances be redrawn* for inclusion in architectural or other design drawings, because drafters may commit errors or omissions in the transfer process. Although photographic reproduction eliminates this problem, it does nothing to minimize the possibility of contractors misinterpreting the logs during bid preparation. When this occurs, delays, disputes and unanticipated costs are the all-too-frequent result.

To minimize the likelihood of boring log misinterpretation, *give contractors ready access to the complete geotechnical engineering report*. Those who do not provide such access may proceed under the *mistaken* impression that simply disclaiming responsibility for the accuracy of subsurface information always insulates them from attendant liability. Providing the best available information to contractors helps prevent costly construction problems and the adversarial attitudes which aggravate them to disproportionate scale.

READ RESPONSIBILITY CLAUSES CLOSELY

Because geotechnical engineering is based extensively on judgement and opinion, it is far less exact than other design disciplines. This situation has resulted in wholly unwarranted claims being lodged against geotechnical consultants. To help prevent this problem, geotechnical engineers have developed model clauses for use in written transmittals. These are *not* exculpatory clauses designed to foist the geotechnical engineer's liabilities onto someone else. Rather, they are definitive clauses which identify where the geotechnical engineer's responsibilities begin and end. Their use helps all parties involved recognize their individual responsibilities and take appropriate action. Some of these definitive clauses are likely to appear in your geotechnical engineering report, and you are encouraged to read them closely. Your geotechnical engineer will be pleased to give full and frank answers to your questions.

OTHER STEPS YOU CAN TAKE TO REDUCE RISK

Your consulting geotechnical engineer will be pleased to discuss other techniques which can be employed to mitigate risk. In addition, the Association of Soil and Foundation Engineers has developed a variety of materials which may be beneficial. Contact ASFE for a complimentary copy of its publications directory.

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ASSOCIATION OF SOIL AND FOUNDATION ENGINEERS

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